

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CIP

LL10 Avgas 100LL

\$4.45/gal

Aircraft Rates as of October 1st

C172S	4BC	\$119.00
C172SP	3SP	\$114.00
C182S	5RC	\$139.06

CY Cumulative Hours Flown

October 2017

884BC	215.8 hrs.
983SP	187.4 hrs.
415RC	212.7 hrs.
TOTAL	615.9 hrs.

2016 Totals

884BC	218.9 hrs.
983SP	131.0 hrs.
415RC	223.1 hrs.
TOTAL	573.0 hrs.

Join us for our next meeting:

Tuesday, December 5, 2017
Business meeting at 7:30pm

See you there!

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November Meeting Minutes

Members Section

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MEETING MINUTES

The BFC held its monthly meeting on Tuesday, November 7th, 2017 at Naper Aero. The President called the meeting to order at 7:31 PM. The list of Attendees is provided in the sidebar on page 2.

The minutes from the last meeting were published in the newsletter. Comments were solicited but none made. The minutes were approved as published.

The Treasurers' report was reviewed for the members. Total flying time for August was 75.4 hours with 0.5 hours club time. We made \$15,964.68 in payments and had \$19,084.70 in receipts. The loan balance is \$117,249 and cash in the bank is \$96,319.53. See the complete financial details later in this newsletter. The treasurer's report was approved unanimously as presented.

The aircraft reports were presented by the plane captains. Old and new business items were presented including the board's recommendation for the 983SP engine overhaul. The BFC Christmas Party will be December 3rd at McBrides North in Aurora and you should have received an invite via email from Gevin Cross.

Please see details in the following sections.

The meeting adjourned at 8:09 PM.

Attendees**Members**

Jim Krzyzewski
 Gevin Cross
 Jack Lindquist
 Kevin Kanarski
 Ray Kvietkus
 Don Patterson
 Don Leonard
 Eric Swanson
 Mel Finzer
 Eric Popper
 Val Vlazny
 Chuck Jaundes
 Doug Beck
 Steve Snapp
 John Wrycza
 Kris Knigga
 Nick Davis
 Gerry Miskowicz
 Manish Awasthi
 Jeff Andrews

Guests

Chuck Flood

Social

TREASURER'S REPORT

CASH

Chase Checking	16,156.58
Chase Savings	80,162.95
Total	\$96,319.53

PAYMENTS

Naper Aero	Fuel and Fees - Sep	3,417.07
Volartek	Loan Payment	1,110.21
Aircraft Clubs	Reservation System	36.00
Johanik	Equity return	4,250.00
Airframe	5RC Aileron	2,700.00
Naper Aero	Annual Dues	4,050.00
Swanson	Work night food /supplies-Sep	67.15
Sec of State	Annual filing - Illinois	10.00
Sporty's	3 cs Oil & 2 Oil filters	324.25

Total **\$15,964.68**

RESERVES

INSURANCE (\$1500/ mo)	-4,500
ANNUALS (\$1000/ mo)	-7,000
LL10 DUES (\$350/ mo)	-350
INACTIVE MEMBER	-7,727
ENG OVRHL 3SP/4BC(\$750/mo)	-47,750
CREDIT BALANCE MEMBER	-14,500
ADS-B EQUIPMENT	-2,169
EQUIPMENT UPGRADE	-12,324

Reserves net 0

Reserve Increase/(Decrease) **\$3,778.00**

LOAN

INTEREST PAID @ 6.0%	\$591
PRINCIPAL PAID	\$1,074
AIRCRAFT LOAN Balance	\$117,249

RECEIPTS

Dues & Flying	14,831.21
Equity	4,250.00
Bank Interest	3.49

Total **\$19,084.70**

CREDITS TO MEMBERS

Fuel Away	1,430.96
Loan Pymt	555.10
Static wick/ Brk Fluid	57.88
Lamps (10)	21.67
Oil Away	22.28

Total **\$2,087.89**

FLYING HOURS

November

884BC	
FLYING	28.4
TACH	1913.5
TBO	2000
TMOH	86.5
†CLUB	0.0
*GAL/HR.	10.2

983SP	
FLYING	24.5
TACH	4528.9
TBO	2000
TMOH	-409.1
†CLUB	0.0
*GAL/HR.	10.2

415RC	
FLYING	22.5
TACH	5303.0
TBO	2000
TMOH	742.6
†CLUB	0.5
*GAL/HR.	12.3

TBO – engine time between overhauls

TMOH – engine time to major overhaul

† Includes orientation flights

* Gallons per hour for calculating hourly rate. Do not use for flight planning.

AIRCRAFT REPORTS

N884BC

- 1) No squawks
- 2) Co-pilot window stays open
- 3) Hangar winch has been repaired

N983SP

- 1) Left brake pedal softness fixed
- 2) Pedestal and compass light intermittent
- 3) Brake pads getting low
- 4) Fuel leaking from the cowl vent hose. The boost pump needs to be replaced.
- 5) Amp meter isn't working

N415RC

- 1) Static wicks have been installed on the new aileron
- 2) Left turn tendency has been reported
- 3) Autopilot remains INOP

OLD BUSINESS

Engine Overhaul for 983SP

The board is recommending it is time to overhaul the engine. Corona Engines has been selected to do the overhaul for \$20,000. This includes new camshaft, starter, wiring harness, plugs, cylinders, overhaul fuel servo, new fuel pump and shipping. Warranty is 2 years or 500 hours. We will also add new mags and overhauled vacuum pumps for \$1,400. Southern Sky Maintenance will perform the engine R&R for \$1,120. While the plane is at Southern Sky it will get new engine mounts, have an annual inspection done and move the engine heater plug back to the oil filler tube. 5 weeks for the overhaul time plus shipping and R&R.

Questions were solicited. Motion was made and seconded to approve moving forward with the board recommendation.

NEW BUSINESS

A question was raised regarding upgrading the GPS in 415RC. This was tabled for further discussion by the board.

SAFETY

No safety updates this month.

MEMBERSHIP – GUESTS

Chuck Flood visited the club. He is currently a student pilot. Welcome!

MARKETING

Due to good interest in the club lately, we will be holding off on sending another mail marketing campaign until the early spring of 2018.

What's Up...

BFC Christmas Dinner
McBride's North
2340 S Eola Rd
Aurora, IL 60503
December 3rd
RSVP to Gevin Cross

MEMBERS SECTION

This section is for you, the members, to showcase your airplane adventures in the Photo Corner and let others know of your accomplishments. We are also looking for members to submit articles for the newsletter. With the years of flying experience we have in our club we are looking for members to submit articles in the style of 'I learned about flying from that', 'Never Again' or 'Stick and Rudder'. It's in our best interest to make our small community of pilots safer by passing on experience and knowledge. Submit articles to the club secretary.

WHAT MEMBERS ARE FLYING

Author: Larry Bothe; former BFC member now living in Indiana

I recently flew another fairly unique aircraft. It is a Grob 103 2-seat high performance glider. I'm told the glide ratio is 36:1, but I didn't look it up. The wingspan is 57'! The story is that a good friend, who actually flies a Challenger 2000 jet for a living, recently got his glider rating and bought this glider. He keeps it right here at our home field, Seymour, IN (SER). That's possible because the Louisville Soaring Club moved here from Bardstown, KY last fall. The LSC has a tow plane (Bellanca Scout) so we can get the glider aloft. There are actually about 15 gliders based here now.

Way back in history, when I once needed a flight review, I went to Elmira, NY and got my commercial level glider rating at the Schweizer (glider) factory school. Glider, like seaplane, is easy to get. There is no written test required, and the oral portion of the checkride is minimal. There is a certain minimum number of flights required for glider, in my case 26 for the commercial level, but it was easy to do over a long weekend. I took my checkride on the 16th of June in 1978. I had not flown a glider again until 2 weeks ago. 39 years. Wow! And you know what? - I could log the time as PIC, and I did. I was flying an aircraft as the sole manipulator of the controls of an aircraft for which I am rated. Lance did the takeoff and landing from the back seat, but once we were aloft he let me fly the whole time. Lance is a CFI in power planes (I taught him for that), and he flies taildraggers, so he's comfortable flying from the back. We were up for about 40 minutes from a 2000-foot tow. It was great fun.



OPERATIONAL & SAFETY REMINDERS

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

Beware of TFR's: Presidential and stadium (Joliet Speedway & Dekalb Univ.).

Windshield cleaning: Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.

Preflight inspection: Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.

Tire pressure: Check pressure visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.

Engine oil: Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine. Try to add only full quarts.

Nose strut: NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.

Bald tires: Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.

Closing airplane doors: Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).

Ground-lean after engine start: Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.

Runways and patterns at LL10: The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.

Parking at the fuel pumps: Please be courteous to others. Don't park at the pumps for an extended period of time.

Tow bars: Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, man up and report it to the plane captain, maintenance office or a board member right away. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in service ASAP. Thank you.

BFC
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ABOUT OUR ORGANIZATION

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30PM.

The Club has 45 equity members sharing three airplanes:

1. 1999 Cessna 172SP N983SP
2. 2007 Cessna 172S N884BC
3. 1998 Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

President: Jim Krzyzewski

QuarterMaster/VP: Gevin Cross

Secretary: Kevin Kanarski

Treasurer: Jack Lindquist

Safety Officer: Ray Kvietkus

WebMaster: Kevin Kanarski

GrillMaster: Bradley Swanson

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Mike Pastore	630-606-3692
Jeff Hilsenbeck	630-660-0821

* These instructors offer limited training

¹ Available for club checkouts and Flight Reviews

Chief Maintenance Officer:

John Wrycza	630-697-3559
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Kris Knigga	765-357-4735
N415RC	Don Leonard	630-803-6967